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KALIHI HARBOR AND CHANNEL, HONOLULU, HAWAII

P15-126

HEARINGS

ON THE SUBJECT
OF THE

STANFORD
LIBRARIES

IMPROVEMENT OF KALIHI HARBOR AND CHANNEL
HONOLULU, HAWAII

HELD BEFORE THE

COMMITTEE ON RIVERS AND HARBORS

HOUSE OF REPRESENTATIVES

SIXTY-FOURTH CONGRESS

CONSISTING OF

STEPHEN M. SPARKMAN, Florida, *Chairman*.

GEORGE F. BURGESS, Texas.
BENJAMIN G. HUMPHREYS, Mississippi.
CHARLES G. EDWARDS, Georgia.
JOHN H. SMALL, North Carolina.
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WILLIAM C. BROOKER, *Clerk*.

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JANUARY 11, 1916

WASHINGTON
GOVERNMENT PRINTING OFFICE

1916

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KALIHI HARBOR AND CHANNEL, HAWAII.

COMMITTEE ON RIVERS AND HARBORS,
HOUSE OF REPRESENTATIVES,
Washington, D. C., January 11, 1916.

The committee assembled at 10.15 o'clock a. m., Hon. Stephen M. Sparkman (chairman) presiding.

The CHAIRMAN. I suppose you want to be heard on the report printed in House Document No. 392, Sixty-fourth Congress, first session, on Kalihi Harbor and Channel.

Mr. FORBES. Yes, sir.

STATEMENT OF MR. CHARLES R. FORBES, CHAIRMAN BOARD OF HARBOR COMMISSIONERS, TERRITORY OF HAWAII.

Mr. FORBES. Mr. Chairman and gentlemen of the committee, H. R. 6834, introduced by Mr. Kalaniana'ole deals with our proposed Kalihi Channel project. While the project is new, the bill has been before you before and is one of great merit. We ask you at this time, if you decide to adopt new projects, to investigate carefully the needs of our people for the three projects that are now before you. This meeting, of course, is on the Kalihi project. Our commerce has increased very materially in Honolulu Harbor. In fact, I have just been notified by our harbor master that vessels have been arriving so frequently at Honolulu that they have had to lie outside in the open roadstead awaiting other vessels to leave their berths that they might get an opportunity to discharge their cargoes. When the canal is open for commerce again, we are going to suffer for the lack of wharfage space and harbor room.

We have, for the past year, taken care of 1,082 vessels in Honolulu Harbor. The 1,082 vessels aggregate 3,713,683 tons. I stated that in the year 1914 we took care of 1,082 vessels in Honolulu Harbor, a harbor of about 97 acres, of which about 50 acres is available for anchorage purposes and wharf space. The ship tonnage amounted to 3,713,683 tons, and you will readily see, gentlemen, that that amount of tonnage far exceeds that of many of our larger seaport towns on the mainland.

The CHAIRMAN. How much did you say the tonnage is?

Mr. FORBES. 3,713,683.

The CHAIRMAN. What are you speaking of now? It is given at 1,600,000 tons.

Mr. FORBES. This, Mr. Chairman, is made up from the report of our harbor master, which is submitted to the board of harbor commissioners, upon which tolls are collected or charges are made for wharfage; and we must be right, because our balance sheets equal at

the rate of 2 cents per net registered ton for the amount of tonnage reported.

The CHAIRMAN. Then a mistake was made in this report.

Mr. FORBES. No, sir; I do not think a mistake was made there, but I do not believe they figured the sailing vessels that call at Honolulu. The report of the Engineer Department contains the statistics for the year 1912.

The CHAIRMAN. Has the tonnage fallen off or increased since January 1 of last year?

Mr. FORBES. It has increased——

The CHAIRMAN (interposing). Which has it done, increased or fallen off?

Mr. FORBES. It has increased.

The CHAIRMAN. The report says that the commerce of Honolulu has been increasing and now amounts to about 1,652,000 tons.

Mr. FORBES. As I said before, those are the figures for 1912.

The CHAIRMAN. What you mean to say is, it is correct as far as it goes, but it does not give it all?

Mr. FORBES. That is it; correct as far as it goes.

The CHAIRMAN. What is the class of vessels or freight left out?

Mr. FORBES. Sailing and interisland vessels.

The CHAIRMAN. He doesn't say anything about sailing vessels here.

Mr. FORBES. No, he does not mention sailing vessels.

The CHAIRMAN. He just uses the tonnage alone.

Mr. FORBES. Yes.

The CHAIRMAN. Very well; proceed.

Mr. KENNEDY. You spoke about having 1,000 vessels there during the year. Does that include interisland vessels?

Mr. FORBES. Yes, sir; all the shipping, both foreign, domestic, and interisland. Another very important feature as to why we should have this—and I believe I argued the same measure when I appeared before you before—is the fact that all of the Government vessels, irrespective of their kind or their purpose, occupy our wharves and our harbors, free of cost and to the amount of approximately \$62,000. All vessels, Federal and Government vessels of every class, have free use of our wharves and our harbors in the Territory.

Honolulu is the only port in the entire north Pacific, within a distance of approximately 5,000 miles north and south and 8,900 miles east and west, in which a pound of food, a gallon of water, or a ton of fuel could be obtained by vessels destined for any port in either of these directions. This is by far the largest area on earth dependent upon a single port.

Only 97 acres, including all spaces between wharves, is the area of the Honolulu Harbor. In 1908, when the American battleship fleet went around the world, only five could enter at a time to coal. The others had to anchor outside and lay in the open roadstead, as has been the case with our merchant vessels calling at Honolulu.

The CHAIRMAN. Will you point out on that map there, Honolulu Harbor [indicating map on wall].

Mr. FORBES. This is the harbor in here [indicating].

The CHAIRMAN. Now, what relation does Kalihi Harbor sustain to Honolulu Harbor?

Mr. FORBES. This is the proposed channel [indicating]. This line is a 10-foot contour line. If we can have this first unit of 1,000 feet

back, 1,000 feet wide, it will give us an area almost equal to the area that we now enjoy in the harbor, and it would take care of some 10 or 15 vessels.

The CHAIRMAN. Mr. Forbes, let me read a part of the report on the Kalihi Harbor (reading):

The improvement by the United States of Kalihi Harbor, Honolulu, Hawaii, is deemed advisable to the extent of providing a channel 800 feet wide and 35 feet deep at mean lower low water, extending 1,000 feet from Honolulu Harbor along the "Reserved Channel."

Now, what is the "Reserved Channel?"

Mr. FORBES. This map is the Geodetic map, I believe, and is an old one. The map that has been prepared by the Board of Harbor Engineers very clearly shows the Reserved Channel.

The CHAIRMAN. Just show the lines here that you propose. Let me ask you, doesn't that map show it?

Mr. FORBES. This map does not show it. This map does [exhibiting map].

The CHAIRMAN. All right. Now, where is Honolulu Harbor?

Mr. FORBES. This is Honolulu Harbor, right here [indicating], and is dredged to approximately 35 feet right in here. The hatched line that you see is the first unit of the "Reserved Channel."

The CHAIRMAN. Now, where is the "Reserved Channel" on this map?

Mr. FORBES. Right in here [indicating]; right back of this hatched line.

The CHAIRMAN. Where is Kapalama Basin?

Mr. FORBES. Right over in here.

The CHAIRMAN. That "Reserved Channel" runs in here?

Mr. FORBES. Yes.

The CHAIRMAN. And according to project No. 1, as shown on the accompanying map?

Mr. FORBES. This is it here.

The CHAIRMAN. Proceed.

Mr. FORBES. This project, gentlemen, as I stated, as proposed by the United States engineers, is 800 feet wide, leaving 100 feet on each side undredged adjacent to the Federal bulkhead line.

The CHAIRMAN. We can get all that, Mr. Forbes, from the report. What we would like to hear you on is the importance of the harbor, and of the improvements.

Mr. FORBES. Well, as I stated before, having 1,000 vessels arriving at Honolulu without adequate berthing and anchorage space, we feel the grave importance and the great necessity for this improvement, so that our vessels may find anchorage and berthing space when they arrive, instead of having to lie outside in the open roadstead, where they roll and pitch at the mercy of the sea.

The Maru vessels of the Japanese line use the wharves known as Piers 6 and 7. The Great Northern, or the Hill line, is now making a port of call at Honolulu, and in backing out of these slips they frequently strike this sea wall or sand island. There has been considerable damage to vessels' propellers coming in contact with that wall when vessels turn about to go out. This project shows the removal of part of that wall, that vessels might back out and have the necessary area in which to maneuver.

The harbor averages in width about 1,500 feet, with a minimum of 1,100 feet. Consequently the turning of a medium-sized ocean-going steamer is a slow and tedious process. Only one ocean steamer at a time can safely leave or enter the harbor.

The CHAIRMAN. That is the harbor at which all the vessels going across to Japan and China stop?

Mr. FORBES. Yes; to Japan, China, Australia, and the Philippines.

The CHAIRMAN. I got the impression at the hearing here the other day that they had been stopping at the other two harbors.

Mr. FORBES. No, sir.

The CHAIRMAN. This is the most important harbor in the islands?

Mr. FORBES. Yes, sir; it is. In the harbor there are at the present time only 22 berths of sufficient size and depth of water alongside to accommodate ocean-going steamers. When you see a wharf vacant in Honolulu Harbor it is vacant only because we are expecting a vessel that is regularly assigned to that wharf—vessels of the American-Hawaiian Steamship Co., the Matson Steam Navigation Co., and the Oceanic Steamship Co., who make a regular and frequent port of call at Honolulu and have their day set for entering and leaving.

One wharf is owned and monopolized by the United States quarantine service. That is the wharf here [indicating]. That is a menace to navigation and is in the way of vessels maneuvering in our harbor. Congress has made an appropriation of \$23,000 for the removal of that wharf. When this project is developed—or when it is approved by Congress, the Treasury Department is going to relocate the quarantine wharf.

One of the wharves is owned and monopolized by the quarantine service; one is privately owned and occupied by a coal-handling plant; three are owned and monopolized by the Navy Department; and seven by the railroad company, which are reserved primarily for ships having business with it. This leaves 10 for use by the regular steam lines, and also by irregular steamers and sailing vessels. While such use is not always continuous, the calls of such vessels are so frequent as to leave little or no leeway for additional vessels.

The daily expense of operation of an ocean-going steamer of the first class is so great that such a thing as waiting for a wharf at which to operate can not be tolerated. Steamers simply will not go to a port where such conditions exist. Now that is true, when you stop to consider that every day a vessel lies in an open roadstead awaiting a port of entry it costs her about \$400 to \$500 a day. If we are to enjoy Honolulu as a port of commerce of any magnitude, I believe we must have the encouragement of Congress and the development of a scheme of this sort in order that we may take care of this commerce.

There is a shore line along the harbor available for the location of a few more wharves; but this slight addition to wharf room will not materially change conditions. Two more berths can be secured by destroying the marine railway and dredging a 500-foot slip in hard coral. In explanation of that, let me say that every effort is being made between the Federal Government and the Territorial government for the exchange of such lands as are controlled by the Federal Government with the Territorial government, that we may acquire

these lands and prepare in addition to this project a place of safe berthage and anchorage for our increased commerce.

Mr. EDWARDS. What is the advantage of the transfer?

Mr. FORBES. The advantage of the transfer is this: Certain areas of lands have been vested in the Federal Government since annexation. These lands were set aside by Executive proclamation at that time. Equivalent areas of land in other parts of the city at the time of annexation were ceded to the Territory. They have always remained in that category. Now, the Federal Government will exchange with us their Federal lands for our Territorial lands, that we may improve and better our water front, and which improvement they will equally enjoy, and it would be an advantage to the Federal Government if they transferred the lands to the Territory.

Mr. EDWARDS. Does that transfer require legislation by Congress?

Mr. FORBES. No, sir; it just requires a transfer between the War or Navy Department and the Territory, approved by the Secretary of War, the governor of Hawaii, and the commanding general in the Department of Hawaii, or the admiral in charge of the naval station. In other words, it must have the approval of all parties concerned before we can make the exchange.

Mr. EDWARDS. Has that been considered and approved by the executive departments here?

Mr. FORBES. Yes, sir. I hope to conclude the exchange of those lands to-morrow morning with the Quartermaster General of the Army.

The CHAIRMAN. Then if we should decide to take up any new projects, and only take one of these projects, you would prefer this one?

Mr. FORBES. Oh, yes; it goes without saying that this is the most imperative of all. But I am very much in hope Mr. Chairman, that you will remember our islands and the several projects that we have asked you for. I have some data here I would like you to have.

The CHAIRMAN. Is it something you can file now and that we can read later?

Mr. FORBES. Yes. I would like to have it in the hearing.

The CHAIRMAN. Certainly, if it will be satisfactory to you to have it printed and not read it now?

Mr. FORBES. Yes, sir.

The CHAIRMAN. If there is anything you desire to say more, or if you want to refer to anything there, upon which to base further remarks, we will be glad to have you refer to it. We simply want to conclude the hearing as soon as we can, after having gotten the information we desire.

Mr. FORBES. I would like to add that if we do not have your support in this measure, gentlemen, what will be the result? The result will be this, that vessel owners will reconstruct their ships to burn oil, with a cargo capacity great enough to take them to Australia or to the Philippine Islands or to China and Japan, and carry enough stores to care for themselves and go by Hawaii, leaving us without the commerce that we are honestly entitled to have.

This project has been argued before by other men from Hawaii. As the chairman of the board of harbor commissioners I perhaps am overzealous in the way I feel about this project, but one of my first duties of the day is an early morning trip down to the water front to

see how many vessels have arrived. I look out in the open roadstead there, and I see three or four or five vessels lying out there, awaiting a place to anchor or a place to berth. That doesn't seem right when this project, one of such a small nature, should have been neglected, and allow these vessels to lie there in that open roadstead without protection—the protection they should have. And that is not one day in the week, but it is 365 days in the year, and the commerce is increasing all the time.

Capt. Matson, of the Matson Steam Navigation Co., has a contract for another vessel for his line. The Great Northern, the Hill Line, is coming into Honolulu regularly, and the Japanese and Chinese Governments have added to their fleets, and every one of their vessels call at our port. Those vessels, as in the case of many other vessels calling for bunker coal, vessels through the Panama Canal destined for the Orient are calling there, and I have seen as many as six or seven vessels lying out in the open roadstead, rolling in the trough of the sea, waiting to get in and get coal. We have coal there for them and we have facilities for coaling them. Thousands of dollars have been spent in the creation of this coaling plant, always keeping in mind the development of this project, and what it would mean to commerce.

The CHAIRMAN. Where do they get their coal from?

Mr. FORBES. From Australia and Japan mostly. They get some coal from the mainland, but Australian and Japanese coal is cheaper.

The CHAIRMAN. How about the quality?

Mr. FORBES. The quality is not as good as American coal.

Now this area of land here, marked "Dowsett estate," because of the increased commerce at the port of Honolulu, was bought by a company, paying \$327,000 for it, and are now at their own expense dredging in here so that they themselves might build slips and take vessels alongside of their wharves. Now that speaks well for any company that will go that far (when there is so much available Federal land there that might be improved at Federal expense), to go to work and develop that land as they are doing. And we only ask, gentlemen, that before Congress has adjourned you will consider this project and give Hawaii the improvement asked for and one we have waited long for.

The CHAIRMAN. We will take it under consideration whenever we reach new projects. We will give close attention also to what you have said.

Mr. COSTELLO. What are the elements that enter into this coal that make it cheaper than ours?

Mr. FORBES. What are the elements?

Mr. COSTELLO. What causes the Japanese and Australian coal to be cheaper than the coal you get from America?

Mr. FORBES. Labor only. It is much cheaper.

Mr. KETTNER. What is the difference between Japanese coal and American coal in price?

Mr. FORBES. Three dollars and fifty cents a ton. You see, Japanese vessels carrying coal from the Orient to Honolulu are manned by Japanese crews. The new shipping law requires American sailors to man our vessels. This expense naturally affects the price of the cargo carried, namely, coal. The cost of production is much less in the Orient and Australia than it is in our country.

Mr. KENNEDY. What is the amount of the difference per ton?

Mr. FORBES. Steam coal \$3 to \$5 a ton.

Mr. KALANIANA'OLE. Do you know where the United States Government gets its coal from?

Mr. FORBES. Mostly from the mainland, and some from Australia—

The CHAIRMAN (interposing). What we want to find out is about the harbor and the importance of that work. I guess you have pretty fully covered that point, have you not?

Mr. FORBES. I have stated all, I believe, that is necessary in this particular case. There is nothing further that I know of, except to add that if you favor this project it will mean the relieving of congestion and the consequent increase of shipping.

Mr. EDWARDS. That is in accord with the report, is it?

Mr. FORBES. Yes, sir.

Mr. KETTNER. These bottoms that bring coal from Japan, do they go out in ballast?

Mr. FORBES. Yes, they take no cargo from the islands.

The CHAIRMAN. We are very glad to have heard you on these projects, Mr. Forbes, and whenever we reach new projects we will carefully consider the report and all you say regarding it. I have no doubt it is a very important harbor and ought to be improved to the fullest extent that the commerce will demand.

Mr. FORBES. You will notice, Mr. Chairman, that every engineer representing the Army who has ever been there has recommended an improvement of this kind.

The CHAIRMAN. Yes, we have reports before us on that.

Mr. FORBES. I thank you, Mr. Chairman and gentlemen, for giving me this opportunity of appearing before you.

I would like to file this statement, taken from the governor's report and other reports and compiled by Mr. Desha, secretary to the delegate from Hawaii.

COMMERCE.

Imports and exports, by fiscal years, since Hawaii became a Territory.

[Governor's Report, 1914.]

Years.	Imports.	Exports.	Years.	Imports.	Exports.
1901.....	\$24,964,693	\$28,053,843	1908.....	\$19,985,724	\$42,238,455
1902.....	22,036,585	24,793,607	1909.....	21,424,980	40,521,504
1903.....	15,817,039	26,275,438	1910.....	25,138,247	46,486,412
1904.....	15,784,691	25,204,875	1911.....	27,512,570	41,938,583
1905.....	14,718,483	36,174,526	1912.....	28,694,322	55,449,438
1906.....	16,499,808	26,940,523	1913.....	36,002,940	43,471,940
1907.....	18,376,919	29,364,381	1914.....	35,550,257	41,594,072

Customs receipts.

1901.....	\$1,219,618.93	1908.....	\$1,550,157.32
1902.....	1,327,518.23	1909.....	1,396,379.91
1903.....	1,193,677.83	1910.....	1,575,319.15
1904.....	1,229,492.15	1911.....	1,654,761.34
1905.....	1,043,404.40	1912.....	1,643,197.37
1906.....	1,218,764.13	1913.....	1,869,513.89
1907.....	1,458,843.48	1914.....	1,184,416.12

¹ The decrease noted is due mostly to the reduction in the tariff.

	Number.	Tons.
Arrivals for year:		
Steamers.....	541	3,663,325
Sailing vessels.....	541	60,258
Total.....	1,082	3,713,683

Steamers making Honolulu a port of entry.

Matson Navigation Co.: *Matsonia*, 10,000 tons; *Wilhelmina*, 7,000 tons; *Manoa* 7,000 tons; *Lurline*, 6,000 tons; *Enterprise*, 3,000 tons.

Oceanic Steamship Co.: *Sierra*, *Ventura*, *Sonoma* (last two being through boats to Australia), 6,000 tons each.

American-Hawaiian Steamship Co.: This company has a fleet of 26 vessels, ranging from 5,500 to 12,500 tons.

Canadian-Australian Royal Mail Co.: Three steamers, calling monthly at Honolulu each way, 13,500, 8,075, 6,437 tons; new vessel, 15,000 tons.

Toyo-Kishen Kaisha Steamship Co. (Japanese company): Has 7 steamers which stop at Honolulu going and coming from the Orient to ports on the west coast; 3 are of 13,000 tons.

The steamship *Great Northern*, belonging to the Hill interests, makes a round trip every 21 days; tonnage, 12,000.

Army transports: One a month on the way to the Philippines and one a month returning to mainland.

A number of foreign steamers and sailing vessels continue to bring general merchandise from Europe and coal from Australia. Lumber vessels from the Pacific coast also come to Honolulu.

On account of the war, many vessels of nations engaged in the conflict have been interned in Honolulu. Lack of space has made it necessary to anchor several outside of harbor.

In 1914 447 vessels entered, 1,660,888 tons; 445 vessels cleared, 1,642,558 tons.

There is an interisland traffic carried on by steamers of the Interisland Steam Navigation Co., with a fleet of 16 vessels of from 117.5 feet to 260 feet in length, from 263 to 1,566 tons. During 1914 the company carried 73,669 passengers and 421,721 tons of freight.

The Associated Oil Co. operates 2 tank steamers and 2 sailing vessels; 471,000 barrels of fuel oil were carried to Honolulu.

The Union Oil Co. operates 3 tank steamers. In 1914 they carried 666,000 barrels of oil.

The Standard Oil Co. operates oil-tank steamers between the Pacific coast and Hawaii.

From time to time numerous naval vessels of the United States and of foreign countries call at Honolulu.

There is also a fleet of 220 registered fishing vessels, chiefly gasoline power boats. These are small, but, by reason of their numbers, occupy a considerable part of the harbor.

Honolulu is the only port in the entire north Pacific, within a distance of approximately 5,000 miles north and south, and 8,000 miles east and west, in which a pound of food, gallon of water, a ton of fuel can be obtained by passing ships. This is by far the largest area on earth depending upon a single port. Hilo and Kahului are in process of development.

Only 97 acres, including all spaces between wharves, is the area of Honolulu Harbor. In 1908, when the American battleship fleet went around the world, only five could enter at a time to coal. The others had no room inside, and lay out in the open roadstead.

The harbor averages a width of about 1,500 feet, with a minimum of 1,100 feet, and accordingly the turning of a medium-sized ocean-going steamer therein is a slow and tedious process. Only one ocean steamer at a time can safely enter or leave Honolulu Harbor; in other words, one steamer in the act of turning around blocks the whole harbor until the operation is completed.

In the harbor there are at the present time only 22 berths of sufficient size and depth of water alongside to accommodate ocean-going steamers. One is owned and monopolized by the United States Quarantine Service; one is privately owned and occupied

by a coal handling plant; 3 are owned and monopolized by the Navy Department; 7 are owned by the railroad company and reserved primarily for ships having business with it. This leaves 10 for use by the regular steam lines, and also by irregular steamers and sailing vessels. While such use is not always continuous, the calls of such vessels are so frequent as to leave little or no leeway for additional vessels.

The daily expense of operation of an ocean-going steamer of the first class is so great that such a thing as waiting for a wharf at which to operate can not be tolerated. Steamers simply will not go to a port where such conditions exist.

There is shore line along the harbor available for the location of a few more wharves, but this slight addition to wharf room will not materially change conditions. Two more berths can be secured by destroying the marine railway and dredging a 500-foot slip in hard coral. Government has 19-year lease. Construction would be expensive. Two berths can also be made by additional dredging between the Matson and Hackfeld Wharves. There is space along harbor entrance south of channel wharf. Used as a depot by the War Department, and therefore not available for commercial use. Two berths for ocean-going steamers can be secured at the foot of Fort Street by replacing the present short wharves by two long bulkhead berths. This will soon be done.

Lack of wharves with adequate fuel-loading facilities, both for coal and oil, has caused construction of lighters for the purpose. Upon many occasions it is too rough outside the harbor for such lighters to be able to furnish fuel to ships anchored in the outer roadstead. The ships should be able to anchor in still water. This can only be done by extending and enlarging the harbor.

There is no doubt that with the opening of the Panama Canal additional shipping will come to Honolulu. It is reasonable and logical to expect that the normal growth of the commerce of Hawaii for the past ten years will continue, or at least will not retrograde, and that the anticipated stimulating effect upon other Pacific ports occasioned by the opening of the Panama Canal will produce like results upon the business of Honolulu, the most centrally located port of them all.

This is no new project. The improvement under consideration that is desired and needed is simply a moderate extension of the present harbor of Honolulu, a project long considered and contemplated and merely a logical continuation of the harbor improvement that has been going on for the past 20 years.

In support of this point special attention is called to the agreement entered into between the United States Government and the Oahu Railroad & Land Co. and the Dowsett estate in the year 1902, under which agreement the improvement in question was definitely referred to and made the basis of said agreement, which, in effect, was the surrender by said corporations of their claim to 550 acres of land and tide lands, including the location of said proposed extension of Honolulu Harbor, upon condition that when the extension now under consideration was made it should be constructed in the location now proposed.

Lack of storage room is also a difficulty. There may be several wharves at which no ship is lying, this continuing for several days and still there will be no wharfage room available for business. The reason for this is as follows:

Steamers can in one day unload onto these wharves an amount of freight which will take at least three days to segregate and remove from the wharf.

Under the rules of the harbor board all freight arriving from a domestic port (that is, a port within the United States) has to be removed from the wharf within three days if the cargo is 2,000 tons or under; four days for a 3,000-ton cargo, and one day for each additional 1,000 tons.

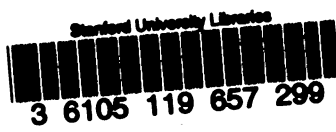
Even under these circumstances, although the ship may have remained at the wharf only one day, the wharf is unavailable for another ship for two more days for the reason that it is impossible to have a second ship loading and unloading at a wharf while previous freight still remains, and as there is danger of the two freights being mixed.

In the case of foreign freight a serious condition arises for the reason that the freight can not be removed until all customhouse redtape and procedure has been completed. Generally takes about three days which, added to the three days necessary to remove the freight, makes the wharf unavailable for use by a second ship for five or six days.

Considerable shipping increase for the last three years has been caused by the increase of the Army at Honolulu. There is no indication of decrease of this business. On the contrary, it is reported that the Army is to be increased in Oahu.

Whereupon, at 3.30 o'clock p. m., the committee adjourned.





DATE DUE			

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